

MEMORANDUM

TO: Distribution
 FROM: John Fowler *[Signature]*
 DATE: December 20, 1983
 RE: CIA Entrance at Route 123
 Fairfax County
 Minutes of Meeting

Attendees:

R.A. Mannell	-	VDH&T
Jerry Boseman	-	"
S.R. Conley	-	"
J.R. Nesselrodt	-	"
 	-	CIA
John Byrne	-	NPS-GWMP
Kitty Roberts	-	"
Morey Rothenberg	-	JHK
Steve Smith	-	"
John Fowler	-	D&D
C.T. Theerathada	-	"

Larry
 Paul
 Pam
 Bob
 Gary
 GIT

Info

Vet

Art

Route

12/30/83

cc: _____

Forward - Toss

File: *Records*

The meeting was held in Dewberry & Davis' office on December 14, 1983 at 10:00 A.M. to review alternative concepts for roadway improvements to facilitate access to the expanded CIA Complex. Concepts reviewed during the meeting are described on the attachment. Drawings showing these concepts were presented in schematic form.

Items discussed and conclusions reached during the meeting include:

Capital Beltway/G W Parkway Interchange - Cabin John Bridge

- 2 horizon year cases are to be evaluated for the Capital Beltway within the limits. These are 4 thru lanes in each direction through the interchange and across the bridge and 4 thru lanes in each direction through the interchange with a 5th lane provided across the bridge for maneuvering. This latter option would result in a substandard cross section on the Cabin John structure.
- The VDHT program for the Beltway will require elimination of the present lane drops at the Beltway/Parkway Interchange.
- Geometric considerations, projected traffic volumes and right-of-way limitations appear to preclude identification of a viable concept for terminating a 3 lane G W Parkway cross section at the Beltway.
- It was agreed that concept(s) for eliminating the weaving problem on the Beltway outer roadway between the G W Parkway and Route 193 Interchange would be studied.

CIA Access Study
Preliminary Evaluation of Alternatives
Concepts Identified for Evaluation

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Route k23/Route 193/CIA Entrance

At-Grade Intersection Options

1. Selected improvements to existing roadway intersection to include:
 - o Dual laning of inbound entrance roadway on link between northbound 123 and CIA entrance.
 - o Realigning northbound route 193 roadway to lengthen weaving section along Route 123 between 193 entrance and exit to CIA.
 - o Dual right turn exit at Route 123 southbound roadway.
2. Realigning 123 and 193 roadways to form a simple T intersection for the 193/123 intersection and 123/CIA entrance intersection.
3. Variations of 2.
4. Widening of 123 through Kirby Road to beyond 193 diverge to 6 lanes.

Grade Separation Option

1. Grade separation of southbound 123 and entering and exiting connections to northbound 123.
2. A trumpet interchange.
3. Single grade separation for PM exiting traffic to pass over southbound 123 and connect to northbound 123.
4. Variations of 1 and 3.
5. Three grade separation concept incorporating grade separation of northbound 193, southbound 123, with grade separations identified in (1).

~~Revised 84 Street~~

3 lanes
+ one lane between pkwy

Second 987 - 4 lane rd. between

no Pkwy extension

C I A A C C E S S S T U D Y

Preliminary Evaluation of Alternatives
Concepts Identified for Evaluation

Capital Beltway North of G W Parkway Interchange - Cabin John Bridge

1. 4 thru lanes each direction on the Cabin John Bridge with shoulders for disabled vehicles, with acceleration lane for Parkway Ramp.
2. 4 thru lanes plus auxiliary lane each direction across the Cabin John Bridge would provide supplementary lane between interchanges on each side of the river. Substandard cross-section on bridge structure would result.

G W Parkway/Capital Beltway Interchange

1. 4 thru lanes on the Capital Beltway thru interchange with standard acceleration and deceleration lanes for entering and exiting ramps.
2. ~~4 thru lanes approaching interchange on Capital Beltway with high standard lane drop design at exits in order to achieve separate thru lane design for entering ramps.~~
- 3 & 4. Variations of alternatives of 1 and 2 to provide a fifth or auxiliary lane continuously between Route 193 and G W Parkway interchanges.
5. Dual exit or braided ramp design to eliminate weaving condition on southbound Beltway during PM peak period between G W Parkway entrance ramp and Route 193 exit ramp.

G W Parkway

1. Addition of supplementary lanes to G W Parkway unless capacity restraints imposed at the G W Parkway/Beltway Interchange preclude effectiveness of this option.
 2. Minor improvements at the CIA access interchange to provide adequate speed change lanes for entering and exiting traffic.
- Note: No improvements to the Route 123/G W Parkway Interchange will be evaluated as the long range problems which are predicted to occur on this interchange are not attributable to the CIA expansion project.

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A related issue involves construction staging and equitable sharing of the cost of this concept. Relevant to an evaluation of this issue is that approximately 15% of the traffic using the G W Parkway/Beltway Interchange originates at or is destined to the CIA Complex.

G W Parkway

- The National Park Service is evaluating improvements to the Route 123/Parkway Interchange and the CIA access interchange. Proposed improvements to the CIA access interchange will be evaluated during the study.
- The National Park Service is disposing of right-of-way outside the Beltway which had been purchased for a possible extension of the Parkway. This fact, plus the capacity restraints imposed by the Beltway at the Parkway terminus, preclude realistic consideration of an expanded Parkway as an option.
- No study of a Parkway/Route 123 Interchange will be performed as design and capacity problems at that location are unrelated to the CIA expansion.

Route 123/Route 193/CIA Entrance

None of the concepts reviewed were categorically excluded from evaluation. Some will be dropped during the preliminary evaluation phase where found to be ill-advised due to inadequate capacity or insufficient benefits to justify the expenditure.

- Incorporation of design provisions for pedestrian/biking facilities will be necessary if Fairfax County Master Plan includes these facilities through the study area.
- Pedestrian facilities and pedestrian crossings of Route 123 to serve planned park expansion are to be investigated.

Schedule for completion of the remainder of the preliminary evaluation concept was discussed. It was agreed that completion of the draft technical memorandum presenting results of the preliminary evaluation phase would be targeted for January 9, 1984.

Distribution: Roy Conley

John Byrne
Morey Rothenberg

Please distribute as appropriate.

JPF:rad